

Twice a Month!



messing about in BOATS

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messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will include whatever we can
fit in from a current accumulation
of 10 features on events and activi-
ties and 14 features on designs
and projects. Obviously all will
not make it. And by the time you
read this I will have added to the
collection. In our first year some
readers asked what we'd find to
write about after a while, like the
subject is limited and soon ex-
hausted. Not so, is it! Anyway, in
the December 15th issue I'll run
several of each sort of article,
still drawing down on the
on-the-water material and building
up on the designs and projects as
winter is at hand. I'll leave it at
that this time, vague promises...

On the Cover...

Enjoying the fine weather at
the Chesapeake Maritime Museum's
Mid-Atlantic Small Craft Festival in
October at St. Michael's, Maryland.
Scott Wolff's photos and report are
featured in this issue.

Commentary

BOB
HICKS

Boy, there sure are a lot of
nice little boats in this issue. All
these races and small craft meets
attract so great a variety of boats.
And so many of them have been
built by their owners. This urge to
build one's own boat is hard to re-
sist once it grabs a hold of you. I
think those of us who become ena-
mored of small boats are fortunate,
others get hooked on bigger stuff
and the time, trouble and costs they
encounter in achieving their
goals intimidate me. But, they do
carry on, and I envy them their
dedication, for what they build are
dreams too big for me, and most of
you I'd guess, judging from the in-
put we get.

While the small boat meets are
organized for the express purpose
of bringing these boats together,
with relatively unstructured pro-
grams usually involving a lot of
swapping around of the boats, the
races are focussed on the competi-
tive aspect of rowing or paddling
or sailing. But, unlike the "seri-
ous" racing of yachts or cruising
boats, or of racing shells or canoes
and river kayaks, these events I
go to attract again a variety of in-
teresting boats.

I like the sort of contest
where the ground rules are pretty
open and one can enter with some
freedom about the boat and how it
is set up, looking for a combina-
tion of boat and person, or per-
sons, that will win. And then when
the event mixes different types of
craft, albeit with separate awards,
we then get to really see how dif-
ferent sorts of boats do in compari-
son to one another in any given set
of conditions.

All of this surely provides
some guidance to anyone coming in-
to small boating and looking for
the sort of boat that might fulfill
his conception of what he wants to
enjoy. It has certainly guided me
in my forays into kayaking, I have
been able to learn which kayaks
provide a combination of speed for
effort with stability for my limita-
tions and skills. While I admire,
and even would love to be able to
use, some of the "sporty" boats, I
have learned at some of these races
that there are some pretty fast
boats out there which I can com-
fortably enjoy paddling for recrea-
tion. And the opportunity often ex-
ists for a tryout after the event.
Hard to beat that.

Attending a race for racing
shells means you have to be inter-

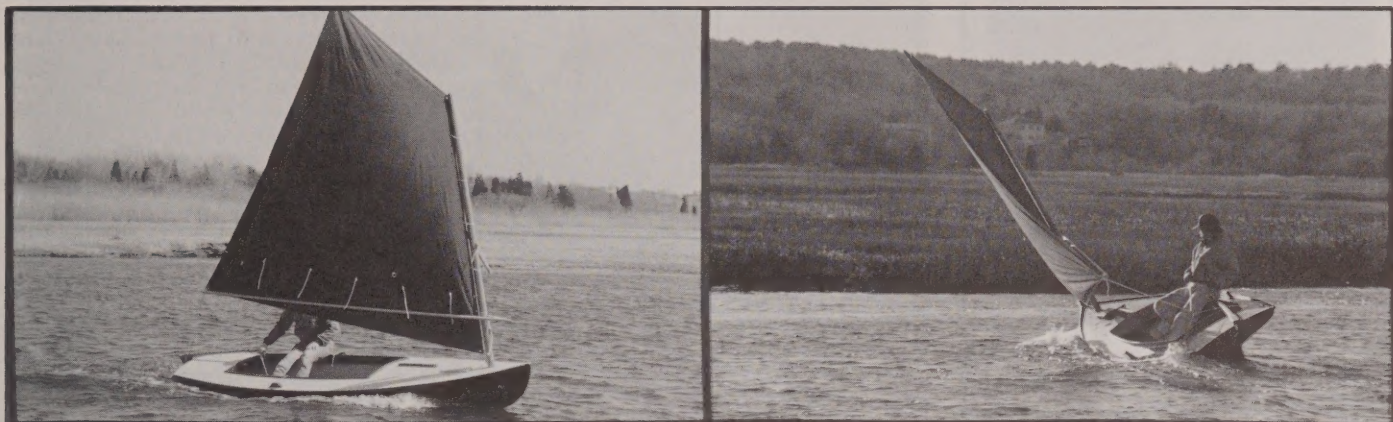
ested in the people involved alone,
the boats are all just about the
same. Canoes, kayaks, the same
thing. While there are detail varia-
tions amongst the boats, and maybe
a distinction made between modern
hi-tech racers and traditional old
time types, they're all still much
of a kind. The events we mostly
cover got started as rowing races
for people with traditional
oar-on-gunwale boats, but expand-
ed soon to accept sliding seat
boats, and then welcomed the in-
flux of sea kayaks. These races are
interesting for the boats as well as
the people.

The Gerrish Island Race cov-
ered in this issue is something of
a pioneer, for 16 years it has wel-
comed any non-motorized boat, and
so we find windsurfers, sailing do-
ries and canoes, sea kayaks, ca-
noes, recreational sliding seat
shells, traditional pulling boats,
just about any craft that can han-
dle seven miles of marsh, bay and
ocean. The event brings together
people of diverse boating prefer-
ences, and introduces them to one
another. This is a broadening ex-
perience, and can get one out of a
narrow interest viewpoint in which
there is no other sort of boat than
that which one uses.

I was interested to read in
Jack Hubbard's report on his Minot
Light race in the November 15th
issue how his Aldens only event
welcomed the big multioared gigs,
and that he wished he hadn't been
so busy rowing in his own Alden
so that he could have watched the
big boats handle the seas around
Minot Light. Can't help it, the
boats are just plain interesting.

The "one-design" concept of
racing was the creation of people
who were only interested in deter-
mining who was the best, not what
was the best. It happens in other
sports too, but sailing is particu-
larly organized around the concept.
And then immediately the efforts at
gaining an edge over the others
results in modifications to the "one
designs" to improve performance.
This is the old search for a win-
ning formula not based on being
the best performer oneself, despite
the stated intent of "one design"
to create the so-called level play-
ing field. Any competition that us-
es some sort of device as part of
the contest is subject to this. This
leads to ever more complex rules
and ever more conflicts of person-
alities.

The MELONSEED SKIFF



You have been reading or hearing about our MELONSEED SKIFF for almost two years now. In that time the MELONSEED has become one of the most noticed and successful boats in recent times. Publications such as "Small Boat Journal", "Soundings", "Sail", and "Messing About in Boats" have featured, reviewed and applauded the MELONSEED for its performance, construction and appeal.

Owners of the boats have been lavish with their praise. These are just some of the comments we've received: "She is the finest sailboat I have ever owned!"; "I thought it was wonderful when I first got her, but now after five months of sailing and rowing I keep discovering all the little details in construction that contribute to its extraordinary performance!"; and "I could go on all day about how great my MELONSEED SKIFF is!"

Our MELONSEED SKIFFS have placed 1-2-3 in the Constitution Cup Regatta in Philadelphia two years in a row. We have hosted three formal regatta parties of our own. Sales doubled the second year, and note this, almost 40% of these boats have been purchased by women, as they have discovered how safe and easy to manage they are!

The MELONSEED SKIFF is a beautiful, remarkably seaworthy, swift and superbly constructed boat. We all can't afford to own a big boat, but we can own a good boat. That's the point of all this. If you are seriously interested in a new boat and feel you deserve something special, then contact us for more information. If you'd like to save some money, then read on.

WINTER SAVINGS PROGRAM

Let's be honest, winter is truly the cruel season in the boat business. You aren't often as busy as you'd like, you can't go sailing as often as you wish because it's too cold, and in spite of the fact you were too busy last summer to go sailing much, you still didn't make enough money to charter a yacht in the Virgins for a month. Who said life was fair?

We had a great year building MELONSEED SKIFFS in 1990 and feel very confident about sales next year. You can help us keep right up to full speed over the mid-winter slump, and help yourself to a substantial retail cash savings of almost \$1,000!!

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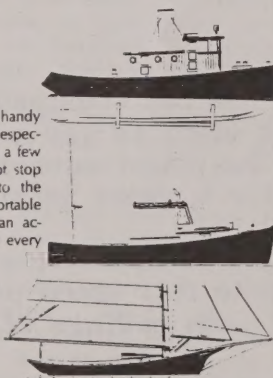
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Your Commentary

SUCH NAIVETE

I have debated with myself about commenting on that incredible item "Barged Over" in the September 15th issue. On the one hand I don't want to rub it in, but on the other, it is a tale of such naivete that I suspect it could happen again to others.

Even assuming the sailing kayak was lit according to rules of the road that night on the Hudson, it takes unbelievable nerve to trust that a commercial vessel will see such a small craft, let alone even suspect one is out there.

My wife and I used to paddle on the Elbe in Germany, a river similar to the Hudson, and we were under no illusion as to who had to do the looking out when in the ship channel. The sailors in "Barged Over" were incredibly lucky to survive being run down by that barge.

Ernst Heincke, Croton-on-Hudson, NY.

ESSENTIAL READING

"Boats" has become just about essential reading these days as my fleet has now grown to four; my canoe, one fishing boat, one duck boat, one sailboard. And, I'm always looking for more. Keep up the great work!

Charles Peil, N. Mankato, MN.

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SOLD TWO SAWMILLS

I recently sold two of my bandsawmills as a result of my ad in "Messing About in Boats" and just delivered them to northern New Jersey, where they actually have woods and pretty lakes and streams (not many people know that). I've run the ad for six years and until now I've never known for sure if it has brought results. I have kept it running (and will continue to do so) because it's cheap, it gets me a free checking copy, and because I enjoy reading strange little publications.

One of the two mills I sold is being shipped to Chile. Rod Hanson and his Chilean friend Patricia Pavez build boats in a New York city apartment. They have a lovely 17 pound dacron skinned boat at a lake in New Jersey. When I mentioned I had seen your doorskin kayak "Cockleshell" at the Strawberry Banke Boatbuilder Show, Patricia said she had used one of them at the Mystic Small Craft meet in June to paddle in rough conditions on the morning breakfast run to Mason's Island.

Warren Ross, Ross Bandmills,
640 Main St., W. Hampstead, NH
03841.

HERRESHOFFS & DAN BEARD BOOKS

Invitations to stuff like the Herreshoff Rendezvous ("Boats" October 15, 1990) are just what you deserve for publishing a no-nonsense, down-to-earth, personal, interesting journal for us low budget types who are fascinated by boat stuff.

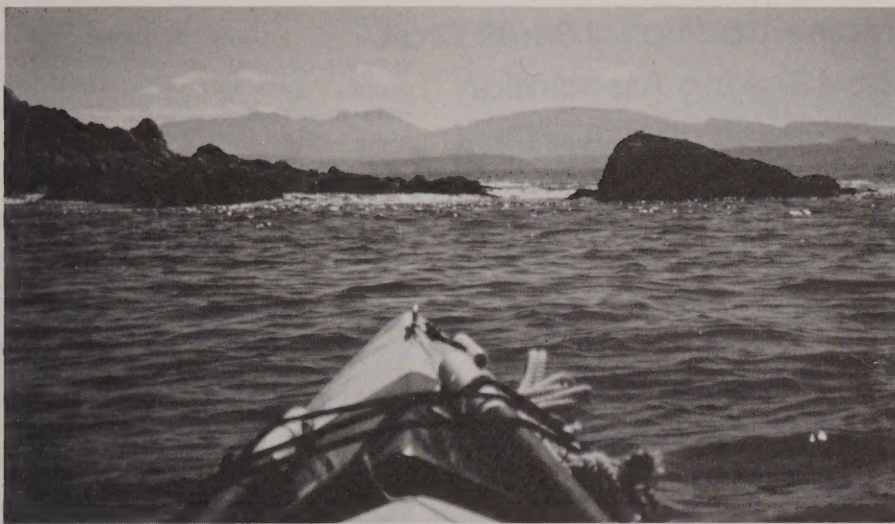
I melt whenever I see a Nat Herreshoff boat in action. I sed to sail now and then in an "C". Heavy keel, light hull, huge main. Yes, they go. You have to be careful coming about not to throw crew overboard.

In a bedroom on the third floor of my grandmother's house were all sorts of good things a ten-year old in 1921 enjoyed sorting through. Amongst the books was a Dan Beard volume, "Jack of All Trades...How to Build Anything and Everything". I vividly recall the chapter on how to build a motor launch, pictures and all. I pictured myself in charge of such a vessel. So I look forward to your serialization of Beard's "Boatbuilding & Boating".

Sloat Hodgson, W. Falmouth, MA.

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SATURDAY

I'd rather be out a sea'n
Than a saw'n all this wood.
I'd rather see a chop at sea
Than me a choppin' wood.

I'd rather aim for distant shores
Than guide the chain saw home.
Instead of hauling boat, then logs,
I'd really rather roam.

I'd rather be out splitting waves
Before the autumn fog.
I'd rather log a day at sea
Than split another log.

Chopping warms us twice, Frost said,
For me it comes to three.
A slow burn brings this note to head;
I've run away to sea.
Herb Klinger

DICK MITCHELL DIES

Dick Mitchell, lifelong steam-boat builder, writer and enthusiast, died in September, and friends

of his thought readers might find this eulogy published in Brattleboro, VT, of interest:

Eulogy for Richard M. Mitchell

Editor of The Reformer:

No longer will Captain Mitchell fire up his steam boat, "The River Queen," and cruise up and down the Connecticut River. No longer will we hear his steam whistle blow, or see his enthusiastic wave, as he passes.

No longer will people in the Brattleboro area hear Dick Mitchell lecture about the "grand old days" on the island, about the "shady" brewery, about the ball park, about the pavilion where Paul Whiteman once played, and where Brattleboro's strong man "Farmer" Bailey wrestled as the Vermont state champion.

Dick informed us about the flat boats plying up and down the Connecticut River, and docking at the foot of Arch Street, to supply early Brattleboro stores many, many years ago.

Having grown up in Centerville,

near the Whetstone Brook, Dick was very knowledgeable about the many mills and industries that were powered by waterwheels long before electricity was used.

Dick was fascinated with steam power and authored the book, "The Steam Launch," as well as co-authoring our Brattleboro History Book, "Before Our Time".

Every time I talked with Dick Mitchell about Brattleboro's history I accidentally came upon a fortunate and unexpected discovery, a serendipity.

How very fortunate we are to have shared a part of his life, and to have his works to remember him.

Harold A. Barry
Richard E. Michelman
Richard H. Wellman
Brattleboro

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The Maine Traditional Small Craft
and Rowing Association

Fall Small Craft Meet



In bygone years when I was heavily into traditional small craft before expanding my interest to include kayak paddling as well, an event second only to the annual Small Craft Workshop at Mystic each June was the fall gathering of traditional small craft folks at Christ-

mas Cove in Maine on the Damariscotta River near where it enters the Atlantic. There were some great times for several years there with fall's heralding the imminent end of the on-the-water season adding special spice to the experience. But, after a while, Christmas Cove

ceased to happen.

This fall, an effort to revive the ambience of this occasion was undertaken by Sam and Marty King of Lincolnville, Maine. In those earlier days the Kings had edited and published the Traditional Small Craft Association's journal, "Ash Breeze". The Kings arranged a meet in Rockport (Maine) harbor on the last weekend in September. We took along our big double Folbot kayak as a "press boat", and recaptured some of that mystique of the old Christmas Cove days, as did about 100 other traditional small boaters. Sam's roundup of the statistics accompanying this report outlines the dimensions of the King's success.

The weather was down east style, mostly foggy but mild on Saturday, cooler, windy and rainy on Sunday. The result was that just about all the activity took place on Saturday, the fog did lift midday for a while, long enough for us to travel in our fleet out to Indian Island at the mouth of the harbor. Otherwise most activity was within the harbor as the usual tryouts of one another's boats went on.

A major attraction during Saturday afternoon was the formal launching of an 18' sandbagger sloop built by the adjacent Rockport Apprenticeshop. The boat had been put in the water the previous night on the top of the tide, but Saturday afternoon was the formal ceremony with all its speeches (they do go in for lengthy addresses at these Apprenticeshop affairs). Finally the sandbagger was towed out beyond the moored boats into the again gathering fog for its maiden sail, beyond the point where the huge 530 square foot rig

Top of the page: Small craft gather on Indian Island at the mouth of Rockport Harbor.

Below: "Hey, Dad, let's go, huh!" "Okay, okay, back to the oars."



could get them in trouble amongst moored boats. A flotilla of small craft accompanied the sandbagger like ducklings following mother duck. The maiden sail was a success in the rather light airs, quite suitable for a first try of so overpowering a rig.

Saturday evening, a superb home cooked chowder and bean supper was enjoyed in the Rockport Boat Club at the head of the harbor, and then Lance Lee presented a program of slides and remarks about the renaissance of interest in the traditional ways of boatbuilding and seamanship around the world. Considering the scope of his vision, Lance's talk was a long one, but he did promise that the third tray of slides had only a dozen in it. Lance's vision is world-sized and he presents it with a fervor undimmed after years of pursuing it.

The Kings say there'll be another Rockport meet next fall, watch for it, and plan on bringing your own small boat. The definition of "traditional" for this gathering has been relaxed to include almost any interesting small boat, human or wind powered, or maybe even steam, certainly one-lunger engined, "Thumper" was there this year.

Right from the top: George Kelley enjoying pipe and paddle. Heading back, nice looking Whitehall, in back the largest "small craft", Bill Buchholz's 50' schooner. Exploring the ledges. Frank Kahr enjoying. Rob Barker at helm of one of the Swampscott dories he builds at his South Cove Boat Shop.

The Dimensions of the Rockport Small Craft Meet

We all know that statistics do not alone define the success of a small craft meet. The qualities we hope to achieve when staging an event of this sort cannot be measured with any degree of accuracy; often cannot be measured at all. They include

- The fun or pleasure experienced by participants
- The renewal of old friendships
- The making of new acquaintances
- The acquisition of knowledge
- The formation of new plans or the increase in resolve regarding the winter boatbuilding, restoration project, or another small craft meet

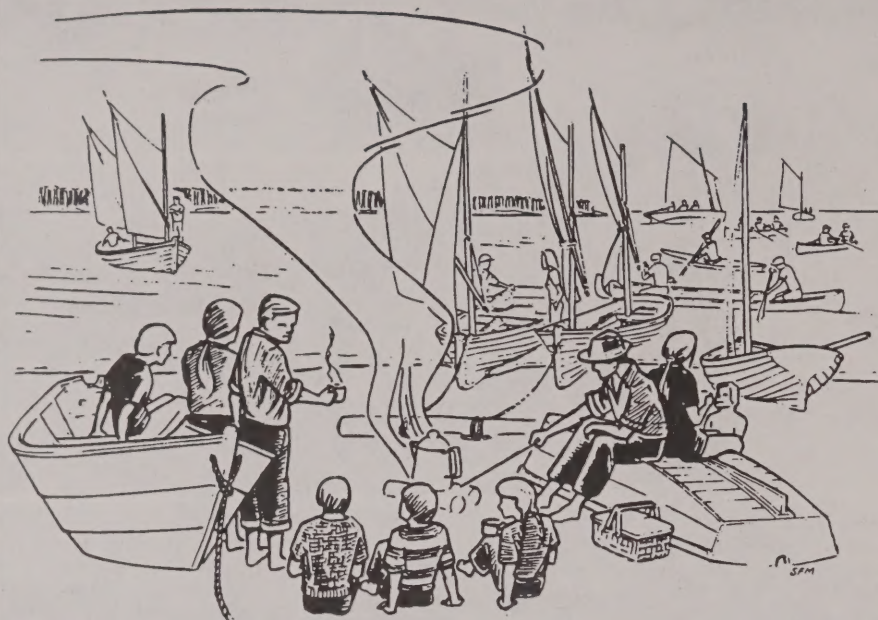
Nevertheless, statistics tell their own story as they help you, the readers, form clearer mental images. Here, then, are some interesting facts drawn from the First Annual Rockport Small Craft Meet:

- People with supper reservations, 86; estimated total attendance, 100 minimum.
- Boats present, 40
- Professional boatbuilders, 8
- States represented, 8 including California
- Largest boat, 50' schooner, *Agness and Dell*, owned by Bill Buchholz
- Lightest boat, Abraham Stimson's 7-1/2' *Sweetpea* at 10 pounds. This was one of several Platt Monfort designs at the meet
- Noisiest, Ron Ginger's motor dory, *Thumper*
- Most canvas per length of hull, the sandbagger *Puffin* with 530 square feet of sail on an 18-foot hull.
- \$2,500 income for food, lodging, and registration; \$2,250 expenses; \$250 retained for future meets

—Sam King



*Interested in traditional small boats?
Don't be left out - join us now!*



The Traditional Small Craft Association, Inc.

Invites You to Become a Member

We are traditional small craft people who love to use and build small boats.

We sponsor national and local chapter meets to discuss, share, and participate in small craft activities. Attend one of these events and learn to row, paddle, and sail, or try other members' boats and increase the skills and knowledge you already possess.

TSCA MEMBERSHIP FORM

Please enroll me as a member of The Traditional Small Craft Association, Inc.

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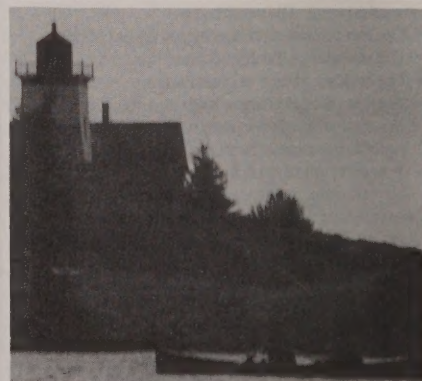
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From the top: David Stinson and his son enjoying two of the Monfort geodesic canoes he builds to order at his shop in East Boothbay. Lance Lee rows and chats with his successor as Apprenticeship Director, Stephen Barnes. Peter Spollet sailed his old catboat in, Chris Stickney of St. George did the rebuilding work. Rockport Light.

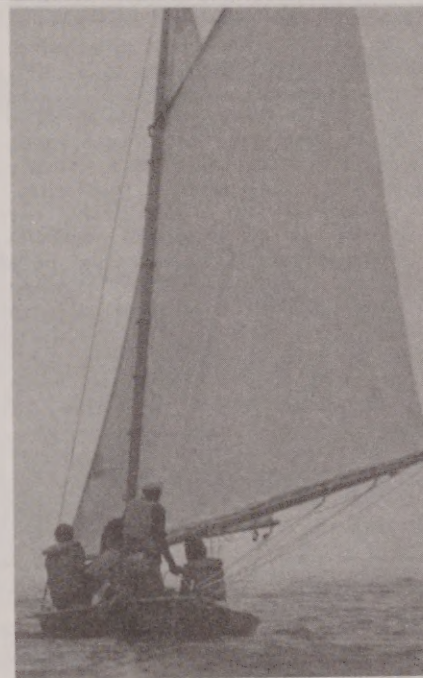
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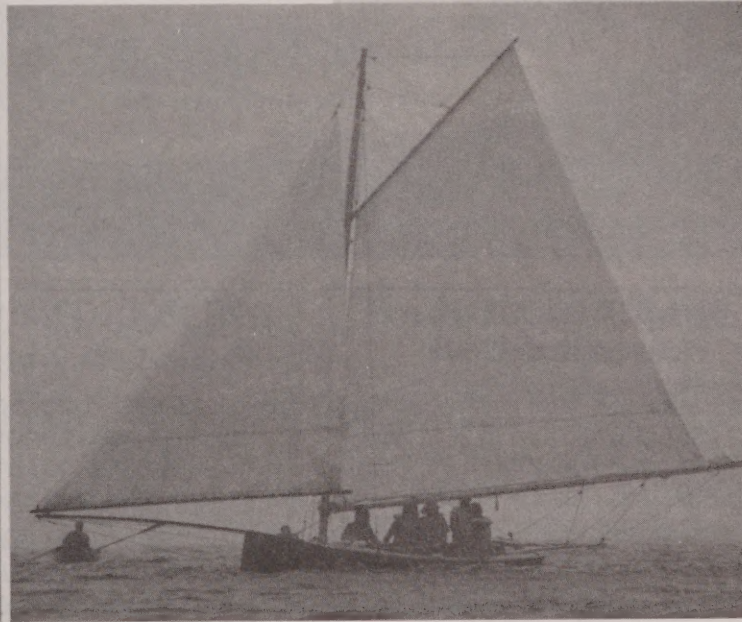


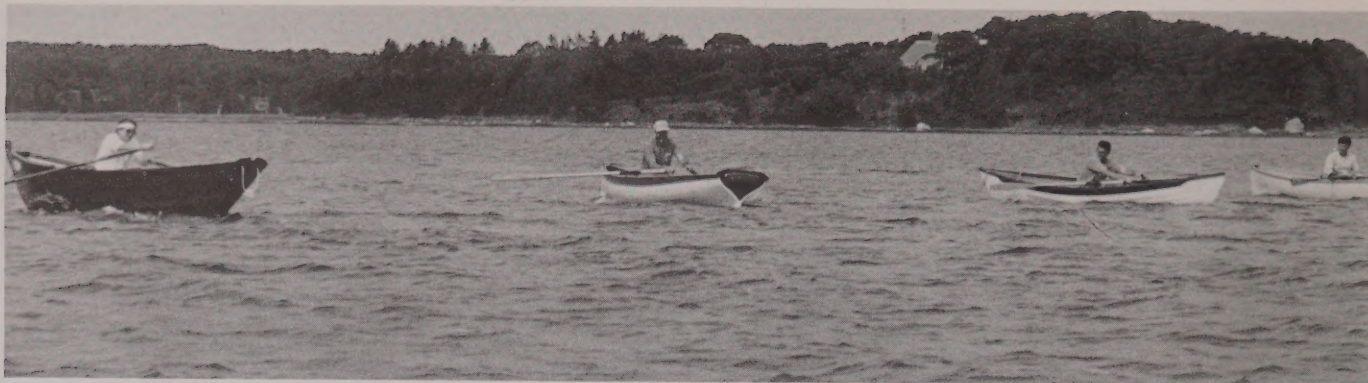
"Puffin"

18' long, with over 500 square feet of sail, "Puffin" is a replica of a classic racing "sandbagger". The wind was light, the fog was returning, but the apprentices involved in building her took her out for her first sea trials, with Ben Fuller at the helm. Ben has experience with radically overcanvassed racing sailing craft, he races a 10 square meter canoe. They got all the sail up okay, with a reef in the main to minimize possible overpowering, and then reached back and forth across the harbor mouth in the light southwesterly



Report & Photos by Bob Hicks





The Oarmaster Trials

The purpose of our Cape Cod Vikings "Oarmaster Boat Trials, held on September 30th on Little Pleasant Bay in Orleans, Massachusetts, was to try to accurately distinguish between the effects of a strong oarsman and a fast boat. In conventional rowing competition such as the Blackburn Challenge, where a variety of boats take part, it soon becomes evident which boat hull types are fastest. Even amongst boats of similar type, such as Banks dories, there are significant differences amongst the hulls.

Our method of achieving our purpose was quite simple; we run as many short sprint races as there are boats entered, each oarsman moving to a different boat in each race. Thus each boat is rowed by each oarsman once, comparing total times of the oarsmen provides their standings; comparing total times of the boats gives their standings.

The course was a nautical half-mile in an east-west direction between Namequoit Point and Sampson Island. Four of the races were

held west to east, three east to west. The southeast wind blew at 8-10 knots early in the event, rising to 12-15 knots in the later races. Thus four races had the wind on the starboard bow, the other three had it on the port quarter. The area is shallow and protected and waves averaged six inches, reaching whitecap conditions for a few hundred yards in the channel off Namequoit Point after the ebb commenced late in the racing.

Seven boats were entered by Vikings members: Dan Cullity's carvel Whitehall; Barry Donahue's carvel Whitehall; Carl Kirkpatrick's fiberglass carvel peapod; Mike Orbe's carvel Banks dory; Jon Aborn's lapstrake Piscataqua River wherry; Bernie Smith's fiberglass lapstrake gunning dory; and Tom Mignone's plywood Gloucester Light Dory. The overall and waterline lengths of each boat were taken, the latter with an oarsman on board, except for the light dory, which dimensions were taken from the building plans. The dimensions

appear in the results summary.

Prior to the racing, the oarsmen were asked to predict the fastest boat overall. The Piscataqua River wherry received four votes, the peapod two and the light dory one. Subjective, and as it turned out, not what happened. The wherry did win three of the races, the gunning dory two, and the light dory and Dan's Whitehall one each. But, after the seven races, the boat with the fastest total time was the gunning dory, with the peapod, light dory and wherry following in that order. These four were close, within 3 minutes of one another over a total time of around 50 minutes. The nearly identical Whitehalls had nearly identical times, while the Banks dory was well back, about two minutes slower in each race. The results summary shows the details.

Because six of the seven oarsmen were unfamiliar with each boat and had to adapt to differing oar lengths and grips, seat heights and foot rests, we expected that each would probably do best in his own boat. But, although four different boats won races, only one oarsman won a race in his own boat, Jon Aborn in the Piscataqua wherry. So, to see if a serious problem in adapting might have biased the overall ranking of the boats, the times were recalculated with each boat's worst time thrown out. The only change which this made was moving the wherry from 4th to 2nd place. This suggested that this tender boat may have posed an adaptation problem for at least one oarsman.

There seems to be little correlation between a boat's waterline length and its performance. The wherry, with the longest waterline at 14'4" was fast, and the Banks dory with the shortest at 11'10" was slow, but the gunning dory and the light dory, both at 12'3", were faster than the wherry, and the Whitehalls at 14'3" were comparatively slow. There did seem to be a correlation, however, between a boat's weight and its performance. The four fastest boats each weigh under 150 pounds, while the

BOAT	JON	MIKE	TOM	BARRY	CARL	DAN	BERNIE	TOTAL BOATS TIMES
FIBERGLASS GUNNING DORY LOA 14' 10" LWL 12' 3"	6:30	6:17	6:46	7:20	8:04	6:53	7:45	49:35
FIBERGLASS PEAPOD LOA 13' 10" LWL 13' 4"	7:02	6:45	7:25	7:12	7:02	7:47	7:21	50:34
PLYWOOD GLOUCESTER LIGHT DORY LOA 15' 5"	6:40	7:08	7:20	7:34	7:45	7:01	8:30	51:58
LAPSTRAKE PISCATAQUA WHERRY LOA 16' 7" LWL 14' 4"	6:05	6:19	6:40	7:32	7:44	7:55	9:56	52:11
CARVEL WHITEHALL (DAN'S) LOA 14' 10" LWL 14' 3"	7:30	6:57	7:57	7:46	9:21	8:36	8:59	57:06
CARVEL WHITEHALL (BARRY'S) LOA 14' 10" LWL 14' 3"	8:09	8:22	8:14	8:01	8:02	7:56	8:11	57:55
CARVEL BANKS DORY LOA 15' 1"	8:46	9:16	9:24	10:01	10:29	12:42	12:01	72:39
TOTAL OARSMEN TIMES	50:42	51:04	53:46	56:26	58:27	58:50	62:43	

Whitehalls and Banks dory probably weigh over 300 pounds apiece.

There was little correlation between the time of each race and the wind direction. The combined times in the four races with the wind off the bow averaged a minute faster than the three with the wind on the quarter. This may have been due to the occasional difficulty some oarsmen experienced in controlling a boat's downwind direction.

The oarsman with the best overall time was Jon Aborn, who won the "Oarmaster" trophy, a beautiful plaque carved and painted by Mike Orbe. Jon won four races, Mike one, with Tom Mignone taking the other two. It seems remarkable that only 22 seconds should separate Jon and Mike after nearly an hour's racing in seven different boats. Had each been allowed to throw out his worst effort, they would have been within 8 seconds of one another, after almost 4 miles of rowing! The results summary shows the details.

When asked after the trials which boat was the most enjoyable to row, the oarsmen gave the wherry three votes and one each to the gunning dory, both Whitehalls and the light dory. They remarked on the light feel of the light dory, the good manners of the gunning dory, the feeling of sheer speed of the wherry, and the carry of the Whitehalls between strokes. The Banks dory also left a strong impression: "You don't row that boat, you kind of pry it along!"

Report by David Stookey, Race Committeeman

Photos by Barry Donahue, Race Organizer & Post Race Chili & Enchilada Luncheon Provider.

Opposite page top: Lineup for a heat; from left are Bernie Smith (Banks dory), Dan Cullity (Whitehall), Barry Donahue (gunning dory) and Tom Mignone (peapod). Photo by Frank "The Ruin" Rowe.

Lightening up the boats on the beach: Carl Kirkpatrick unpacks, Frank "The Ruin" Rowe checks on the potables for the chase boat, and Dan Cullity ships the oars in the gunning dory.

Right from the top: Measuring up Mike Orbe's Banks dory. Carl Kirkpatrick locating the stern waterline, Dave Stookey measuring the beam, Frank "The Ruin" Rowe locating the bow waterline. Bernie Smith and Mike Orbe look on from the dock while Dan Cullity waits his turn in his Whitehall.

Line up on Sampson Island, from front to back: Gloucester light dory, peapod, gunning dory, wherry, Whitehall, Banks dory, and the second Whitehall.



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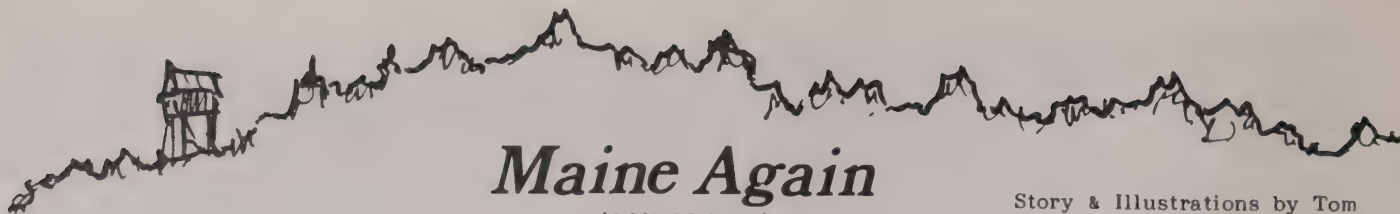
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Maine Again

(CONCLUSION)

Story & Illustrations by Tom

A light refreshing breeze kept the bugs away. I slept under the open sky and awoke to the sound of a cat meowing. Popping up my head I said, "Good morning," to the cat.

"Morning," a bearded man rowing by replied.

"Where're you taking the cat?" I asked.

"To Mannan Island, he summers there with a fisherman. "Could you give me a lift ashore when you return?" I asked.

"Gladly." I tidied up the boat and caught my ride.

I ate breakfast at the old Monhegan Hotel amid chatty children, politely smiling elders and serious adolescents. I enjoyed the meal knowing I would soon enough be back on a diet of beans. From the table I could see the boat. It gave the place character. Perhaps the island should pay someone to sail an ancient boat around the harbor to amuse the tourists. In fact, I could have gotten paid for yesterday's performance.

I bought some pipe tobacco and began to realize my money was running low. "Sailors are cheap," I reminded myself. It was a good clear grey day when I raised the sails and cast off. The boat was in irons and sailed backwards. I pulled in the sheets and pushed and pulled the tiller. The boat continued sailing backwards. I sat back helpless, waiting for the boat to decide to do something. The occupant of a passing sailboat yelled, "By God, that's impressive." I waved dejectedly. "I should be paid for this demonstration of seamanship too."



WRONG WAY

Only when we cleared the harbor did the boat fall off the wind and sail properly. "Why do you do things like that?" I asked the boat.

"It makes me feel good," the boat laughed.

The wind breezed up. I put a reef in the main. These sails are really too big for the boat. With a reef in it takes the strain off the shrouds, the boat, and me as well.

The best sailing time is early morning. Evening and night are second best. But avoid that noonday sun. When it came out I took cover under clothes and the umbrella. The boat behaved itself and self-steered nicely. We passed Little Green Island, then large Green Island. I suspected that there was a larger Green Island ahead. I'm sure the islands appreciate the imaginations of the cartographers.



GREEN ISLAND

Ragged Island was off the bow when there was a loud crash and the boat groaned. I thought we'd hit something, until I found that the centerboard had dropped, a fitting had let go. I decided to fix it when we got into a harbor. Running before the wind with the centerboard down made steering difficult but we were close to the island now. There was supposed to be a buoy here, according to the chart, but there was none. The harbor of Ragged Island had fishing shacks on both sides.



RAGGED ISLAND

We came about and tied up to a wharf where I spent some time straightening the boat out. I lowered the jib, leaving it on the forestay, stuffing it into a bag. Next I lowered the main and lashed it to the boom. Then I raised the centerboard by reeving lines through its pulleys, and replaced the broken fitting. I was in no hurry, so I sat awhile in the boat.

When I stepped ashore the wind drifted the boat away from the pilings. I noticed a man standing by a house talking to a woman in a window. "That's a pretty boat you have there," the woman said. "You

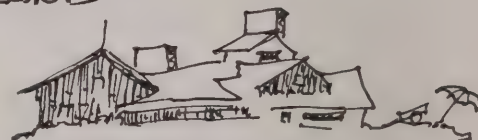
brought it in nicely. I watched you and you took the time to do all the little things you're supposed to do before you left it. That was nice."

I thanked her for the compliment and walked off to explore the island. It was a half-mile long and a quarter-mile wide, but after walking only a short way I stumbled onto a road. A brand new Jeep roared by with a nicely dressed couple aboard. I continued along



JEEP

the road, curious to see where they came from. At the end of the road stood a vinyl-sided, Tudor style house with a spacious lawn, plastic chairs on a patio, and a TV dish. Caretaking gulls circled overhead, screaming, "MY property! MY property!"



END OF THE ROAD

Turning away from this absurdity, I walked the rugged island shore. The rocks were rounded and weathered. The growth was small and desperate. What could survive the winters? It seemed a miracle that life existed here at all. After circumambulating the island, I returned to the boat. The man was still standing by the window talking to the interior.



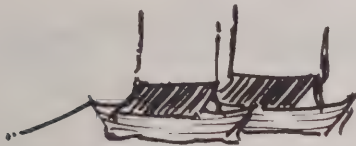
SAIL TO MATINICUS

I cast off and sailed for Martinicus. The wind was whipping up whitecaps. It was only a short sail but I managed to catch a lobster buoy on the rudder. I pulled the tiller out and slid the rudder up before the pot tore it off the boat.



CAUGHT

I should have had a knife handy and cut the damn thing. Two boats from Outward Bound were rafted together in a bay before the harbor.



OUTWARD BOUND

I couldn't sail in to them now because of the dead air in the area. Perhaps they'd rather be undisturbed. I would.



EBB

I sailed on to the harbor, where the tide was out, leaving only a half a foot of water by the wharf. Pulling up the centerboard, I rowed in and tied up. No one was about. Walking the only road there was I passed a sign, "Restaurant Ahead". An old tired truck hobbled by. Two old men waved from it. I waved back. Ahead, on the restaurant door, a sign said, "On vacation, back in the fall." A boy on a three-wheeler sped by, then returned and asked me if I had seen a truck with two old men in it. I pointed in the direction they went. He sped off in pursuit.

The truck returned. The two old men waved. I waved in return. The boy on the three-wheeler returned at top speed pointing questioningly in the direction the truck had taken. I pointed reassuringly



TIRED TRUCK AND KID

at him but doubted that he could ever stop in time to catch the truck.

There were a lot of signs and sounds of building but I saw no one. I returned to the boat and rowed out to a mooring in the dark. A lobsterboat motored in. I wondered if I was on his mooring. No. He took one beside us. The fisherman grumbled to himself. Swearing at the seagull on the stern. Swore at the boat and swore at the ocean.



CUSSIN

"Hello," I interrupted, "will this mooring be used tonight?"

"No, he won't be in. Stay on it." He then carried on his anathematizing. He swore at his catch as he threw it into the pram. Swore at the pram and swore at the oars as he rowed ashore. Before I fell asleep I thought about the wonderfully harmonious communion primitive man has with nature, and that if it wasn't for profanity, he wouldn't be able to talk at all.

I awoke next day under a clear sky. A gentle breeze filled the sails as I left the harbor out onto an oily flat sea. A distant fog truncated the islands on the horizon. The wind disappeared. I rowed

"You need all that junk you got onboard? one inquisitive seal asked.

"Only for a short time until I run out, then I'll have to get more junk," I answered. "I'm living on the edge."



SEALS

The seals laughed and rolled in the water. "Look, he's got clothes, heat, shelter, water, food, compass and charts. Nature's ingenuity helps us adapt. He's a misfit, trying to make the environment fit him. We don't need anything. If we tipped that boat over, he'd go to the bottom like a rock."

"I could stay up a while, I can swim."

They flopped around, laughing. "Ingenuity. We don't need to adapt. In fact, most things we know don't have to carry a half-ton of junk around with them to adapt. A big mistake was made somewhere."

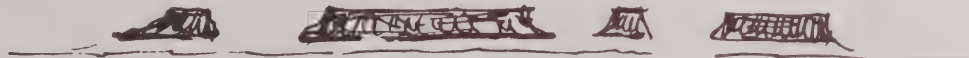
"Can you believe this guy? Let's leave him alone, I don't think he's all there."

"He's got to be all there. He couldn't get much more junk aboard that boat."

"C'mon, the weather will take care of him." They swam away laughing and chattering.

"At times like this I wish I was still a tree," the boat said.

We were near the coast again. I couldn't decide where to go. I went forward to put the jib pole up



TRUNCATED ISLAND IN FOG

with one oar tipping the boat to that side. Two islands were off to port. They stayed with us for quite a while, like someone was rowing them too. When I got tired and hot I stopped and had a conversation with two seals who appeared alongside.



ROWING ISLANDS

and run for the land. The boat jibed and almost threw me overboard again. "If you want to go somewhere, say so. don't throw me over the side."

"Pulpit Harbor," the boat said. We headed for Vinalhaven sailing along it's coast looking for the inlet. We found it further than I thought it should be. Two schooners were making for the same harbor, I let them pass and then followed.

An osprey nest was on the rock at the entrance. I caught a mooring inside the protected little harbor and busied myself with boat keeping chores while the wind intensified. I crawled into the sleep-

ing bag and slept awhile. The wind lightened. I decided to sail to Rockport. Tomorrow was the end of my vacation and it could bring too much wind, or too little. Or the three days of rain could come altogether.

The sun was low when I sailed out of the harbor. It was a short distance but the wind was against us. We tacked several times through the islands as the wind increased. Darkness came on. The lights on shore gave no sign of distance. I was sailing parallel with the coast when a steady bright white light appeared off the bow. I couldn't identify it. It seemed to be rising higher out of the water as we drew near to it. How close was I to it? I had no idea. I didn't want to tack inshore again where there were no lights and no way of knowing how far off the shore was. I continued on heading for the light, holding up my hand-held running lights.



ROCKPORT LIGHT

The red light of Rockport Harbor finally passed abeam of us and I tacked for it. To this day I still don't know what that white light was. The wind increased as I rounded the lighthouse. Now I was running before a howling wind into an unfamiliar harbor at night. I could only see things that shot past me. I began passing boats. I'd better grab a mooring before I get too far into the harbor. I'm bound to crash into something.

I hit something. I looked behind. It was a mooring. I jibed and sailed back to it. Missed it to the side. Circled again and rode over it. Tried again, came into the wind and began drifting backwards as I ran forward. I hung onto the forestay with one hand and lunged for the pennant buoy. I landed flat on the deck, the bow chock poked me in the chest knocking the wind out of me, but I hung on.



ROCKPORT

The boat sailed in circles trying to escape. When the line went slack I cleated it. Cussed the wind, the boat, my seamanship, gasping for air with a painful chest. I rigged my berth and crawled into the sleeping bag fully dressed, grateful to be secured to a mooring.

In the morning I rowed to the dock looking for the harbormaster. There he was, polite and helpful. "Take my mooring over by the Apprenticeship," he offered. "How long you going to be?"

"A few days, maybe. I've got to go back to Nahant and get a boat trailer," I explained.

"Well, stay as long as you need to." The vacation was over, but Dave Hagre had restored my faith in harbormasters.



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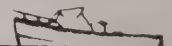
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Chesapeake Small Craft Festival

The Mid-Atlantic Small Craft Festival VIII went off without a hitch October 5th, 6th and 7th at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland. Small craft owners came from all over the east coast to help celebrate the Museum's 25th anniversary, and also to enjoy boat judging competitions, rowing and sailing races, lectures, and some of the best Chesapeake Bay blue crabs this native has had in years. Even the youngsters had plenty to do, with Lynn Davis' organized activities. This gave mom and dad a chance to view, touch and stroke bright woodwork from professional and amateur boatbuilders.

Top of the page: Small craft on display for judging.

Below: John England talks about buying boatbuilding wood.

Lectures included canoe repair with Stape Shields; buying boat lumber with John England; using half models as building tools with Dick Hutchins; and building and sailing a Chesapeake Bay Log Canoe with Sidney Dickson.

Dickson built the "Spirit of Wye Town", which was launched in 1976 and participated in the Small Craft Workshop at Mystic Seaport Museum in June of 1978. The boat also won high point trophy racing that year, and is still actively raced. Dickson's laid-back, casual style made everyone feel right at home in the new Propulsion Building, and covered such subjects as design, construction, rigging, and

sailing this unique vessel. His talk was supplemented with photos and half-models of log canoes illustrating the changes in the design that have been made over the years.

The boat judging competition included categories for a variety of types of boats and builder skill levels. Zell Steever's "Lizzie" won Best Classic Design, Amateur Construction; Bill Rutherford's "Cactus Wren" won Best Contemporary Design, Amateur Construction; Dick DeBronkhardt's "Woof" won Best Restoration; Dan Sutherland's "Catherine" won Best Classic Design, Professional Construction; Iveaux Anderson's "Flicka" won Best Contemporary Design, Professional Construction; Richard Cullison's "Zephyr" won Best Pocket Cruiser. The judges were all boat builders: Tom Howell, Richard Scofield and Michael Amory all work in the Museum's boat shop.

The racing was informal and fun, yet could be challenging, sailing and rowing amongst the boats moored in Fogg Cove. Tactics could win if one could maneuver his boat well. The sailing race took us well out on the Miles River on a triangular course. The fleet spread out was a picturesque sight on the river's beauty. Rowing races for women, kids and men, and doubles, and the sailing race, comprised the program.

Museum Director John Valliant stated that this was "the single most important event we put on." The weather was fabulous for the entire weekend and the Museum staff and volunteers were gracious hosts.

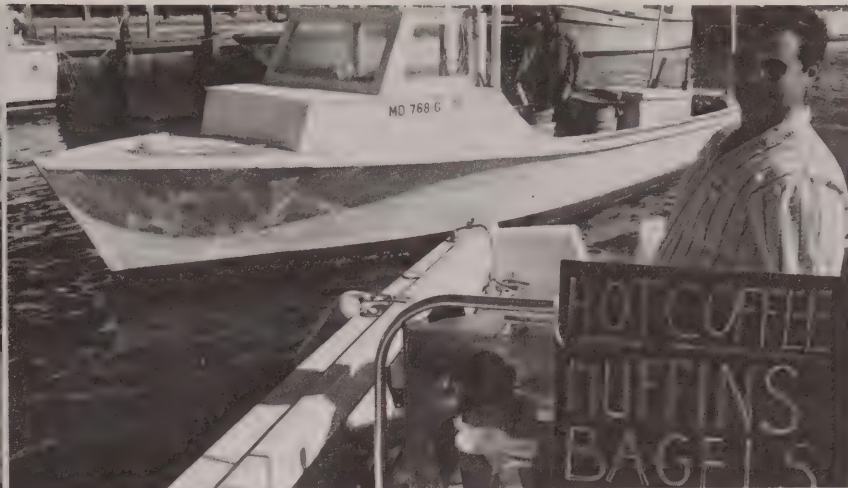
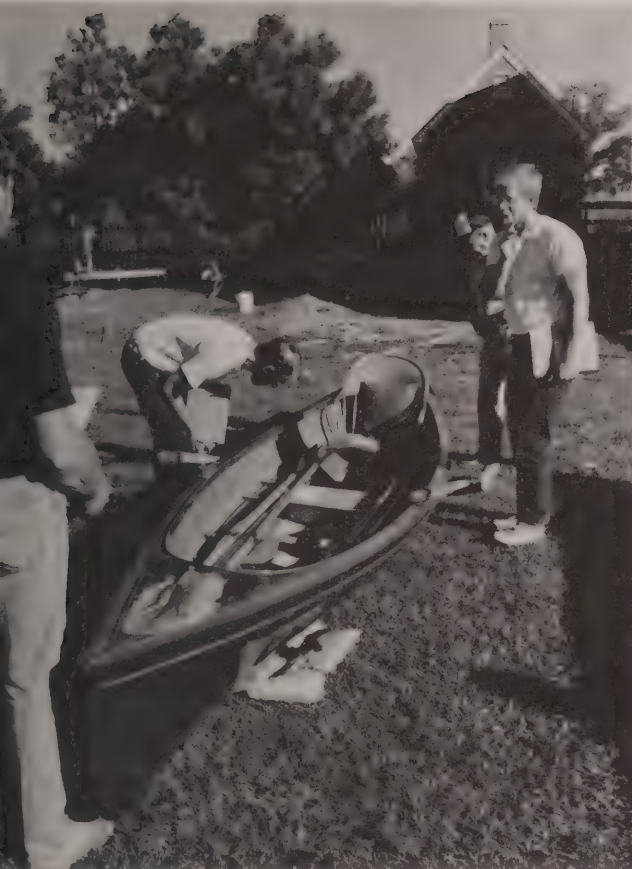
Report & Photos by Scott Wolff





Top left: Professional builder Dan Sutherland's "Catherine" won Best Classic Design Professional. Bottom left: Amateur builder Bill Rutherford's "Cactus Wren" won Best Contemporary Design Amateur. Above: Richard Cullison's "Zephyr" won Best Pocket Cruiser. Below: Sunday morning exercise. Bernie Huddleston's gorgeously finished catboat.





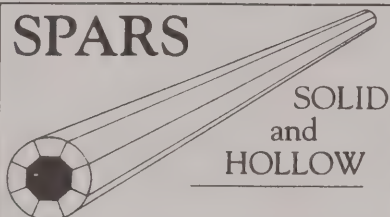
Above: Judging. Below: The pleasures of sailing. Right from the top: Reporter/photographer Scott Wolfe's Comet took 2nd in the sailing race. Rowing in Fogg Cove on Saturday morning. Dick DeBronkhardt's "Woof", was Best Restoration. A local merchant making the "coffee truck" rounds.



MYSTIC RIVER BOATHOUSE

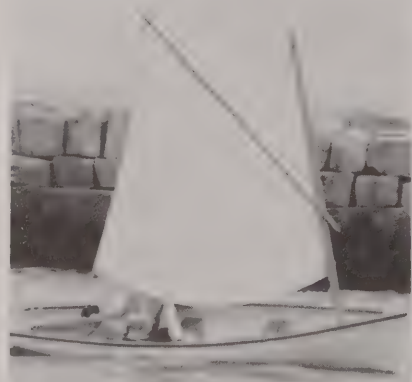
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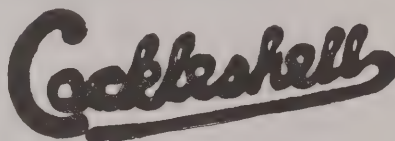
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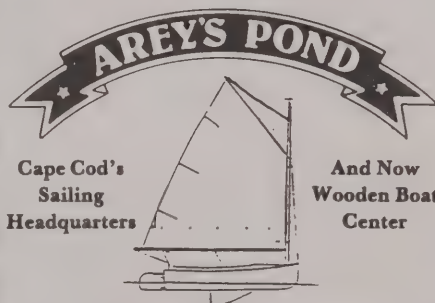


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16th Gerrish Island Race

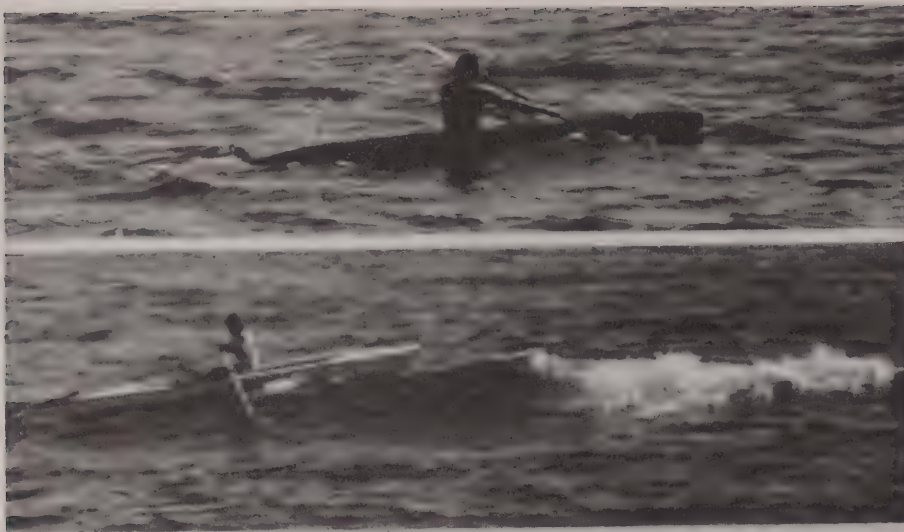
After 15 consecutive years, the "Great 'Round Gerrish Island Race" is a well established highlight of the small boat rowing and paddling season on the New England coast. This event has so much that is unique. A course like no other, which includes tidal marsh creek, protected bay, exposed ocean shoreline and tidal river estuary in its 7 plus miles; an entry fee that's never changed from "\$1.50 per oar"; 16 elegant unusual posters created each year by a local graphics artist; over 20 prizes for all sorts of achievements, donated by local people, businessmen and boatbuilders, prizes that include even one for catching a fish; acceptance of any and all sorts of non-motorized boats, thus including small sailing skiffs and windsurfers, as well as sea kayaks, canoes, rowing boats, sliding seat shells. The post race party on Fishing Island in Pepperell Cove off Kittery Point, Maine, includes steamers and beer donated by local businesses. Even Lance Gunderson, who was in on the first one in 1975 with original organizer Mike Gowell, is still involved, back from an attempt at retiring from running things to helping Doug Martin do the chores today.

On October 6th clear sunny skies and a building southwesterly greeted 52 boats at the start line at the viaduct that crosses Chauncy Creek, which makes Gerrish Island an island. The tide was high at

Top photo: The traditional oar-on-gunwale boats take off.

Right from the top: The fleet of 27 kayaks heads for the marsh. Traditional and contemporary sailing craft. Frank Durham heads into the culvert, he had to be hauled back out, the dory was too tall in the ends.





midday for the start, for the first mile or so is over a winding, twisting tidal creek through a salt water marsh leading to Brave Boat Harbor. Pre-race entertainment here includes watching various entrants "shoot" the culvert on the tidal bore under the road, a drop of a foot or so makes this tiny passage quite a gusher. The trick is to get aimed right, pull in the oars or paddles, lay back on the thwarts and ride on through. Frank Durham found, partway through, that his gunning dory was too tall in the ends to clear the culvert, and it was some tug and haul session to drag him back out against the current. The option was to carry the boat across the road.

The start was quite sheltered from the wind, but along the ocean side it was building to 15 knots or so and a moderate sea was running. Off into the marsh, some of the sailors chose to row the first leg, but the windsurfers had to chase the downwind zephyrs they could find. When the sea kayak fleet took off, it was something, 27 of them, the largest single class of boat entered. Laggards included two men in 8' Kiwi mini kayaks, complete with plastic Carlisle paddles, and a man and woman in similar Aquater-Chinook kayaks, obviously new to this and being careful. I wondered if they had any idea what it would be like "outside".

Out on Seapoint Beach, where the coast projects out into the sea several hundred yards, the course passed close by, about a mile south of where the participants came out onto the sea from Brave Boat Harbor. A ledge a few hundred feet offshore was humping up the seas and they would occasionally break there. It's a great spot for the land bound onlooker to view the race's progress. The southwesterly was right on the nose on this 4 mile leg, and so the sailing craft were on long tacks well offshore, and obviously they would not be fast timers today.

The sea kayaks were out front, with Bill Reagan in one of Doug Bushnell's West Side Boatshop's downriver kayaks fending off Ken Fink and John Bolduc in a pair of West Side's Wave Piercers. The sliding seat leaders turned out to be a threesome, with two women entrants, Priscilla White and Kate O'Brien holding their own against tireless Hargy Heap, all in Aldens. The two women were well out offshore while Hargy was hugging the shore. He was going to be hard pressed to win this one.

Left from the top: Bill Reagan in the lead. Priscilla White tops a breaker in her Alden. A match: kayak, pulling boat and windsurfer all in line off Seapoint. Father and son, dad built the boats and paddles the geodesic. Two canoes keeping company.

A beautiful bright finished lapstrake pulling boat hove into view, it was Art Poole in his home designed and built modified Seabright Skiff well ahead of the traditional oar-on-gunwale singles.

When the two Kiwis showed, most of the fleet had passed, but the two guys were soldiering on, moving more in and up and down direction on the seas than in the forward direction. And, as we left to go to Fishing Island for the finish, the two Chinooks came into view, gingerly paddling along, but still upright and persevering.

We paddled over to Fishing Island from the public ramp at Pepperell Cove and joined the festivities. The steamers were steaming, the Guinness was flowing, and post race war stories were being swapped as the island, tiny at first, rapidly grew in size as the tide receded. Late finishers were still trickling in, while early finishers were out test paddling and rowing each other's boats.

One entrant had a new Wave Ultra sea kayak, he had capsized early on from lack of experience with this super tender racing kayak. Ken Fink and John Bolduc, both paddling Wave Piercers, and Bill Reagan, all had turns trying out the super boat, and the opinion was universal, "no contest", the Wave Ultra made their Wave Piercers obsolete already!

Final finishers included Deirdre Duncan and Andrew Colby in those two Chinooks. Turns out neither had ever paddled sea kayaks before, let alone over a 7 mile course including so busy a sea as they faced today. The boats were loaned by a friend on Gerrish Island, they had thought they were getting a double. They deserve a lot of credit for tenacity of purpose in the face of the conditions existing for their introduction to sea kayaking.

Twenty-one different prizes were awarded, a conglomeration of trophies, hand made awards, and liquid treats, all donated by interested persons. Outstanding items included a hand-carved dory model won by Frank Durham for 1st Dory, the model carved by 89 year old Capt. Joseph K. Phillips, Kittery's senior boatbuilder; miniature oars won by Dan O'Reilly and Mike Martin for 1st Traditional Double, and Dusty Rhoades for 1st Sailboat, hand-carved by competitor Cliff Punchard; a unique pumpkin hand-engraved with a square rigger under full sail won by Maureen Graves and Dave Anderson for Largest Boat, donated by Chris Colby.

Ken Fink's record of 56 minutes from 1989 still stands, as Bill Reagan was fastest finisher this year in his kayak in 58:02. Hargy Heap was 3rd overall in an Alden in 59:14. Priscilla White was First

Woman in 1:00:07. Art Poole won three awards in his traditional home designed and built modified Seabright Skiff; 1st Traditional Single, 1st Wooden Boat; and 1st Homebuilt Boat, coming in 8th overall in 1:09:00, some moving for an oar-on-gunwale boat!

The competition is close and times have fallen steeply since Lance Gunderson won the Traditional Single Class in 1975 in 1:45:00 and Arthur and Marjorie Martin won Sliding Seat Double in 1:22:30 the same year. This year 27 boats bested those times! Early peak times envisioned were around the 1:10:00 mark, this year 13 boats bested that figure, and 3 got under the magic one hour mark. The course hasn't changed, it's all

natural and has a diversity and beauty hard to match anywhere else.

Credit goes to Mike Gowell for his vision back in 1975 of what a good rowing race would be. And this year he brought the Piscataqua Gundalow to Fishing Island for all to see and admire. And more credit goes to all those who contribute to the event, including the liquid refreshments from Guinness and the Press Room, and the seafood from the Finest Kind Fishmarket. Next fall when high tide comes around at noon at Kittery Point, Maine, on a Saturday, keep an eye out for the 17th Annual Gerrish Island Race, you should join in the fun.

Report & Photos By Bob Hicks.

Below from the top: The two 8' Minnows soldier on off Seapoint, and finally arrive at the finish. The "Wave Piercer" and "Wave Ultra" racing kayaks undergo tryouts at Fishing Island, Ken Fink really likes the "Ultra".

Art Poole's beautiful and fast modified Seabright Skiff had a sliding seat rig fitted.



CHAPTER III

A RAFT THAT WILL SAIL

The Raft is Just the Thing for Camp Life—Pleasurable Occupation for a Camping Party Where Wood is Plentiful—You Will Need Axes and Hatchets and a Few Other Civilized Implements

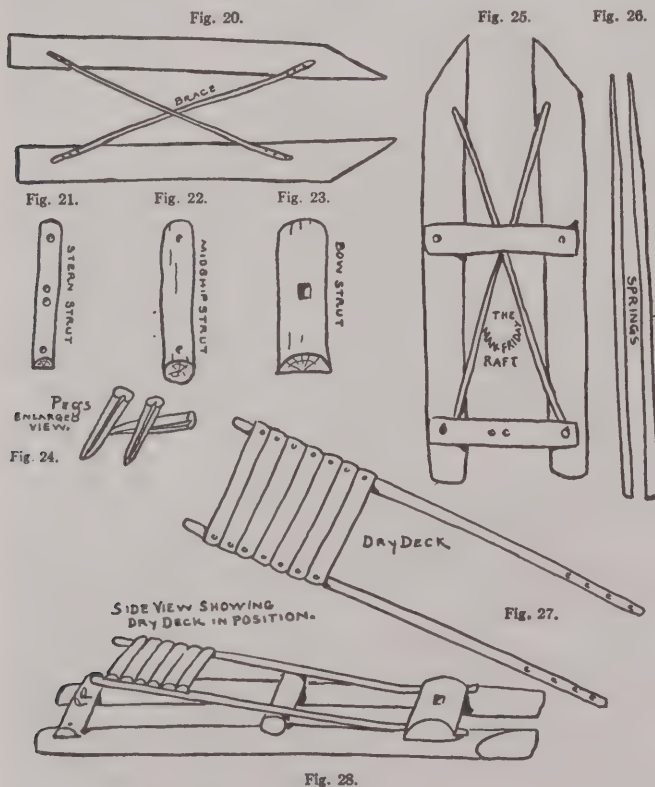
FIRST we will select two pine logs of equal length, and, while the water is heating for our coffee, we will sharpen the butt, or larger end, of the logs on one side with the axe, making a "chisel edge," as shown in Fig. 20. This gives us an appetite for breakfast and makes the big fish in the lake, as they jump above the water, cast anxious looks toward our camp.

Breakfast finished, we will cut some cross-pieces to join our two logs together, and at equal distances apart we will bore holes through the cross-pieces for peg-holes (Figs. 21, 22, and 23). While one of the party is fashioning a number of pegs, each with a groove in one side, like those shown in Fig. 24, the others will roll the logs into the water and secure them in a shallow spot.

Shoes and stockings must be removed, for most of the work is now to be done in the water. Of course, it would be much easier done on land, but the raft will be very heavy and could never be launched unless under the most favorable circumstances. It is better to build the craft in the element which is to be its home.

Cut two long saplings for braces, and after separating the logs the proper distance for your cross-pieces to fit, nail your braces in position, as represented by Fig. 20.

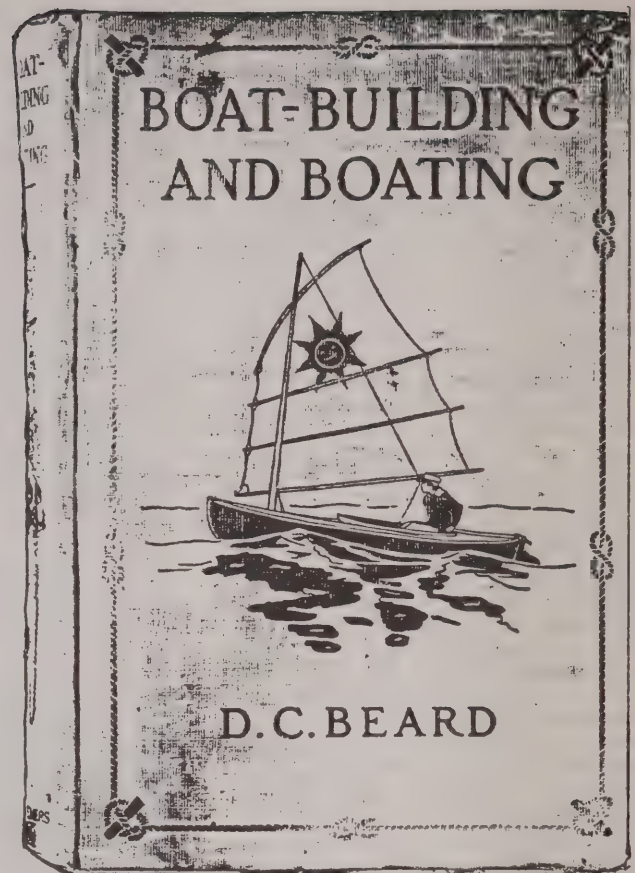
This holds the logs steady, and we may now lay the two cross-pieces in position, and mark the points on the logs carefully



PARTS OF MAN-FRIDAY SAILING-RAFT.

Fig. 20.—Logs in place with braces. Figs. 21, 22, and 23.—Struts. Fig. 24.—Pegs. Fig. 25.—Raft with middle and stern strut in place. Fig. 26.—Springs for dry deck. Fig. 27.—Dry deck. Fig. 28.—Dry deck in place.

where the holes are to be bored to correspond with the ones in the cross-pieces. Bore the holes in one log first; make the holes deep enough and then fill them with water, after which drive the pegs through the ends of the cross-pieces and into the log. 22



The grooves in the pegs (Fig. 24) will allow the water to escape from the holes and the water will cause the peg to swell and tighten its hold on the log and cross-pieces.

Now bore holes in the other log under those in the cross-pieces and fill them with water before driving the pegs home, as you did in the first instance. Fig. 25 is a Man-Friday raft.

The Deck

Before placing the bow in position we must go ashore and make a dry deck. Selecting for the springs two long green ash or hickory poles, trim the ends off flat on one side, as shown by Fig. 26. This flat side is the bottom, so roll them over, with the flat side toward the ground, and if you can find no planks or barrel staves for a deck, split in half a number of small logs and peg or nail them on the top side of the springs, as in Fig. 27.

Now all hands must turn out and carry the deck down to the raft and place it in position, with the flattened sides of the springs resting on top of the logs at the bow. Prop it up in this position, and then bore holes through the springs into the logs and peg the springs down. Over the flat ends place the heavy bow cross-piece, bore the peg-holes, and fasten it in position (Fig. 28).

In the centre of the bow cross-piece bore several holes close together and chip out the wood between to make a hole, as square as one as possible, for the mast to fit or "step" in. With the wood from a packing-box or a slab from a log make the bench for the mast.

Bore a hole through the bench a trifle astern of the step, or hole, for the mast below. It will cause the mast to "rake" a little "aft." You have done a big day's work, but a couple of days ought to be sufficient time to finish the craft.

The Sail

Turn over the raw edges of the old sail-cloth and stitch them down, as in Fig. 29—that is, if you have the needle and thread for the purpose; if not, trim the cloth to the proper form and two

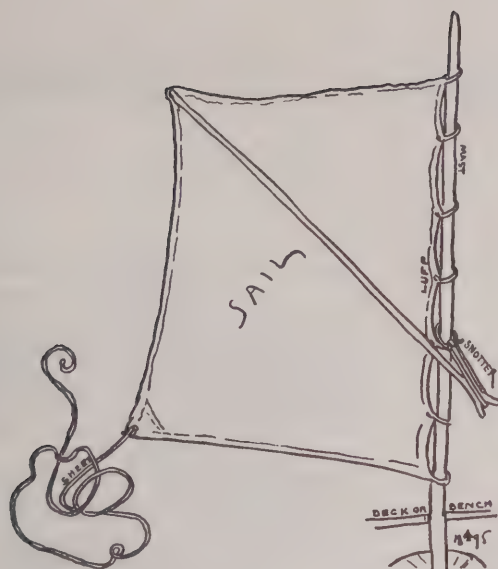


Fig. 29.—Sail for Man-Friday.

inches from the luff (the side next to the mast). Cut a number of holes; these should be stitched like button-holes, if possible, but if the sail-cloth is tough and we have no needle, we shall have to let them go unstitched. A small loop of rope must be sewed or fastened in some other manner very securely to each corner of the sail.

From spruce pine or an old fishing-pole make a sprit, and of a good, straight piece of pine manufacture your mast somewhat longer than the luff of the sail (Fig. 29).

Through the eyelets lace the luff of the sail to the mast, so that its lower edge will clear the dry deck by about a foot.

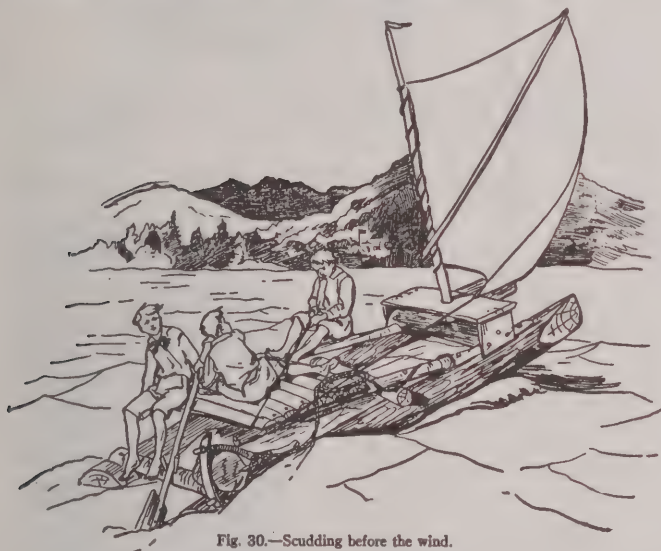


Fig. 30.—Scudding before the wind.

Through the hole made for the purpose in the bench (Fig. 30) thrust the mast into the step, or socket, that we have cut in the bow cross-piece. Tie to the loop at the bottom corner of the sail a strong line about twelve feet long for a sheet with which to control the sail.

Trim the upper end of the sprit to fit in the loop at the upper outer corner of the sail, and make a notch in the lower end to fit in the loop of the line called the "snotter."

Now, as you can readily see, when the sprit is pushed diagonally upward the sail is spread; to hold it in place make a loop of line for a "snotter" and attach the loop to the mast, as in Figs. 29 and 30. Fit the loop in the notch in the lower end of the sprit, and the sail is set.

The Keelig

We need anchors, one for the bow and one for the stern. It takes little time to make them, as you only need a forked stick,

Fig. 31. Fig. 32. Fig. 33. Fig. 34. Fig. 37.

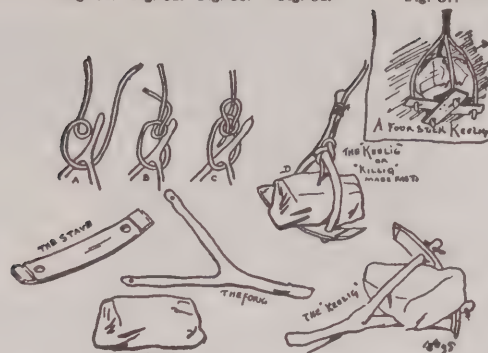


Fig. 35. Fig. 36. Fig. 38. Fig. 39.

a stone, and a piece of plank, or, better still, a barrel stave. Figs. 35 to 39 show how this is made. Down East the fishermen use the "keelig" in preference to any other anchor.

Make fast your lines to the "keelig" thus: Take the end of the rope in your right hand and the standing part (which is the part leading from the boat) in your left hand and form the loop (A, Fig. 31).

Then with the left hand curve the cable from you, bringing the end through the loop, as in B, Fig. 32; then lead it around and down, as in C, Fig. 33.

Draw it tight, as in D, Fig. 34, and you have the good, old-fashioned knot, called by sailors the "bow-line."

To make it look neat and shipshape you may take a piece of string and bind the standing part to the shaft of your anchor or keelig—keelek—killick—killeck—kelleck—kellock—killock, etc., as you may choose to spell it.

A paddle to steer with and two pegs in the stern cross-piece to rest it in complete the craft; and now the big bass had better use due caution, because our lines will reach their haunts, and we are after them!

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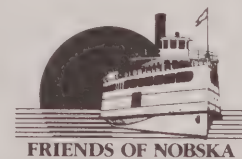


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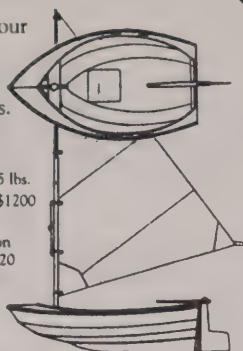
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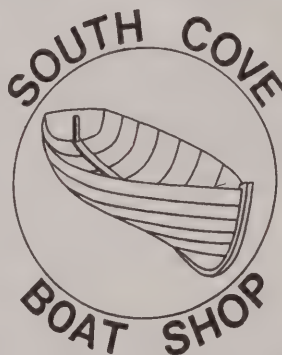


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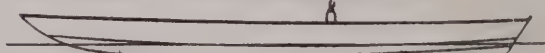


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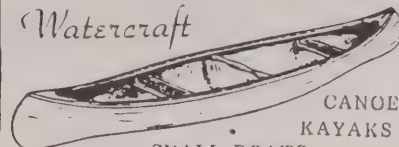


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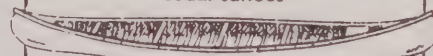
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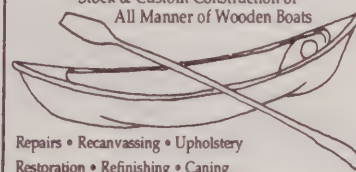


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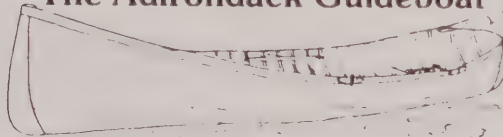
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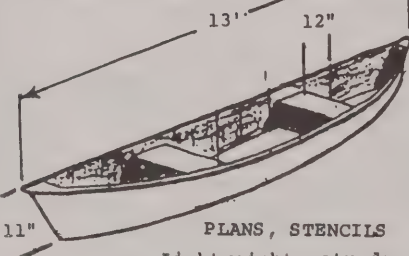
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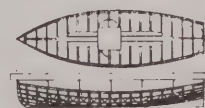
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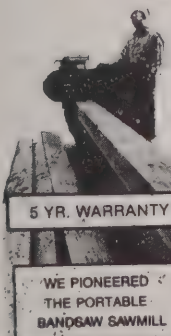
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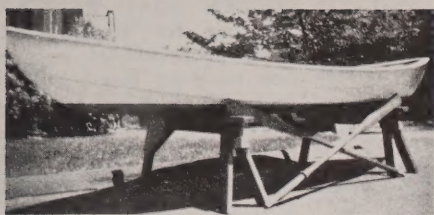
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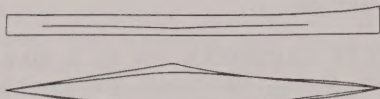


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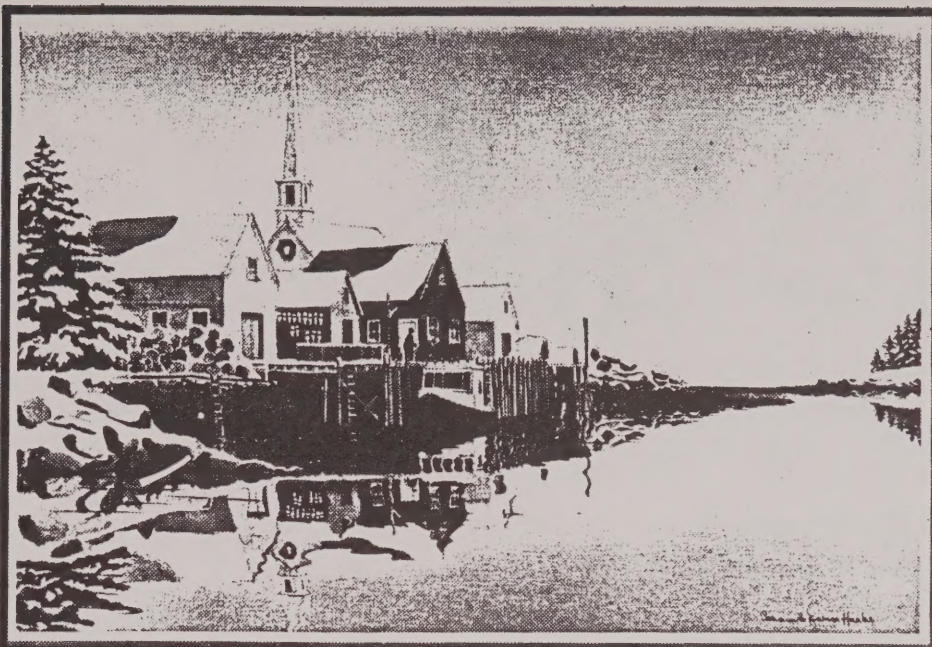
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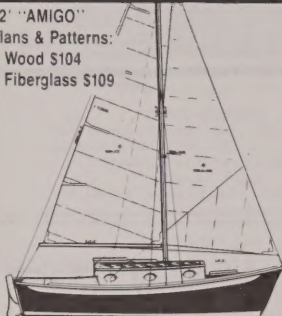
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